

Draft



Henry County 2030 Comprehensive Plan: Community Assessment

**Including the Cities of Hampton, Locust Grove,
McDonough, and Stockbridge**

February 28, 2006

Draft



Table of Contents

1.	Introduction.....	1
	Purpose.....	1
	Scope.....	1
	Methodology and Schedule.....	2
2.	Issues and Opportunities.....	4
	Population.....	4
	Economic Development.....	6
	Housing.....	7
	Natural and Cultural Resource.....	7
	Community Facilities and Services.....	8
	Intergovernmental Coordination.....	10
	Transportation.....	11
	Land Use.....	12
3.	Analysis of Existing Development Patterns.....	14
	Existing Land Use.....	14
	Areas Requiring Special Attention.....	20
	Recommended Character Areas.....	23
	Glossary of Terms.....	34

List of Figures

Figure 1: Location Map.....	3
Figure 2: Existing Land Use Definitions.....	15
Figure 3: Existing Land Use by Acres, October 2005.....	17
Figure 4: Existing Land Use by percentage of Total Land, October 2005.....	18
Figure 5: Existing Land Use Map.....	19
Figure 6: Areas Requiring Special Attention Definitions.....	21
Figure 7: Areas Requiring Special Attention Map.....	22
Figure 8: Character Area Map Definitions.....	23
Figure 9: County Character Area Map.....	29
Figure 10: Hampton Character Area Map.....	30
Figure 11: Locust Grove Character Area Map.....	31
Figure 12: McDonough Character Area Map.....	32
Figure 13: Stockbridge Character Area Map.....	33

Note: The city limit boundaries shown in the report figures were provided by the Henry County GIS Department in September 2005, and do not reflect annexations that have taken place since that time. These city limit boundaries will be updated later for the preparation of the Community Agenda.

Technical Addendum (Found on the compact disc included at the end of this document)

Section I: Supporting Analysis of Data and Information

1. Introduction
2. Population
3. Economic Development
4. Housing
5. Natural and Cultural Resources
6. Community Facilities and Services
7. Intergovernmental Coordination
8. Transportation System

Section II: Analysis of Consistency with Quality Community Objectives

Section III: Atlas of Supportive Maps

1 Introduction

Purpose

The purpose of the Community Assessment (CA) is to lay the foundation for the update of the Henry County/Cities Joint Comprehensive Plan. This is a plan for all of Henry County (County), including both the unincorporated areas of the County and the incorporated Cities of Hampton, Locust Grove, McDonough (County Seat), and Stockbridge. The goal of this comprehensive plan will be to formulate a vision of “One Henry” and to develop an implementation strategy to make it a reality. In particular, it provides a comprehensive review of the issues and opportunities that will affect the future growth of the community. This CA is based on an analysis and inventory of existing conditions, land use patterns, public policies, and planned improvements. Henry County is one of the fastest growing counties in the nation for its size. Community leaders recognize that this planning effort can play a critical role in directing that growth in a manner that is consistent with the community’s vision for the future.

Another purpose of this report is to meet the intent of the “Standards and Procedures for Local Comprehensive Planning” as established by the Georgia Department of Community Affairs (DCA) on May 1, 2005. Preparation of a Comprehensive Plan in accordance with these standards is an essential requirement in maintaining the County’s status as a Qualified Local Government.

Scope

The County and the Cities have requested a comprehensive planning document and a planning process that is coordinated, yet recognizes each distinct community and their respective priorities and issues. This document has been laid out in a joint County/City format; however, within each section of the document, one can find separate discussions related to the County and Cities, as well as discussions that address areas of joint concern or opportunity for each jurisdiction.

As required in the DCA Standards, this Assessment includes four basic components:

1. List of issues and opportunities that the community wants to address
2. Analysis of existing development patterns
3. Evaluation of current community policies, actions, and development patterns for consistency with the Quality Community Objectives
4. Analysis of supportive data and information

The CA is written in an executive summary-like fashion so that citizens and decision makers can quickly review the essential elements and major findings of this planning effort. Most of the detailed findings of this assessment are included in a “Technical Addendum.” A digital copy of this “Technical Addendum” is provided on compact disc in the back of this report. This Addendum serves as the basis for the report and also provides separate discussions for the County and Cities.

Methodology and Schedule

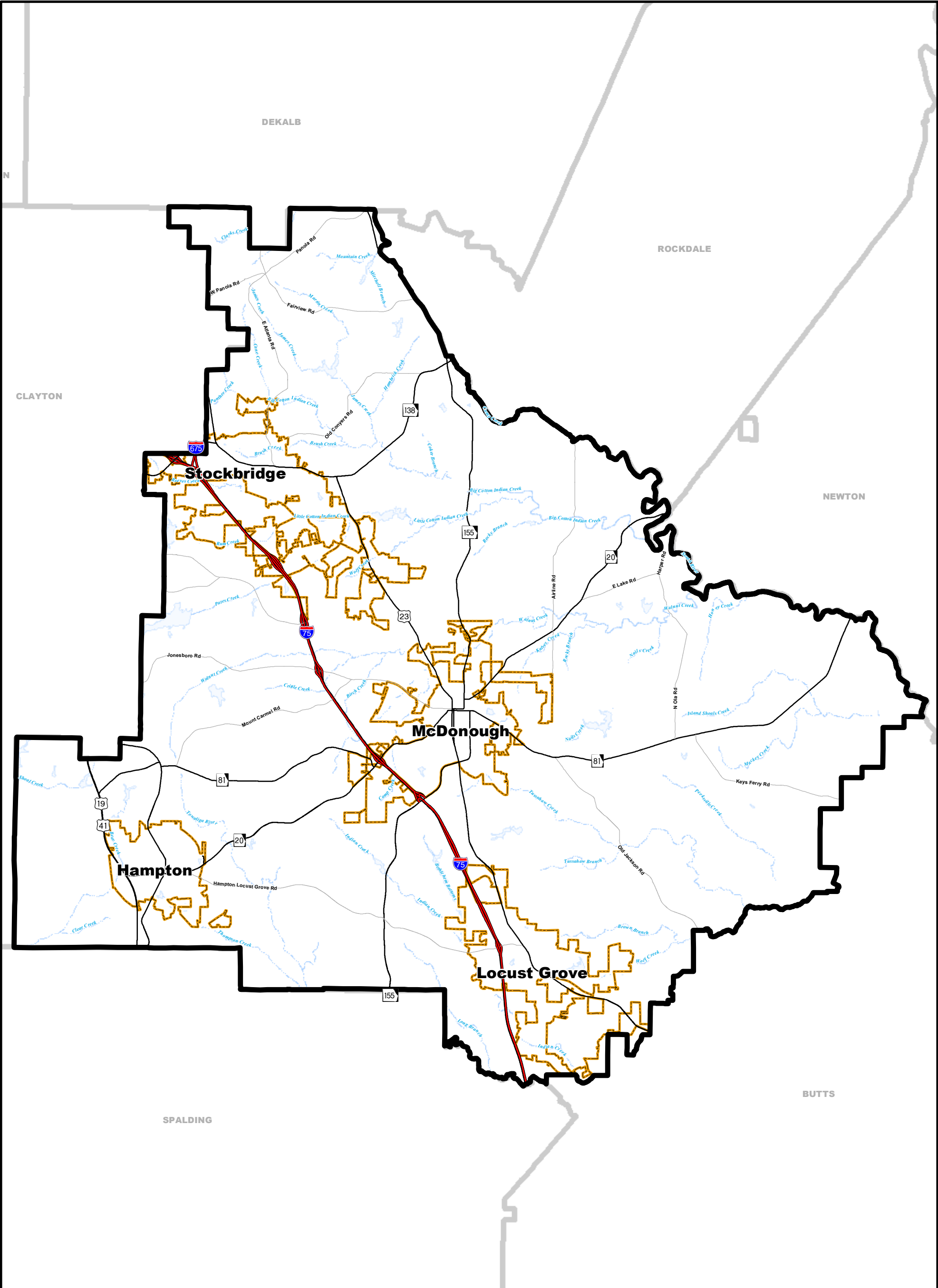
The DCA requires each local government to adopt and maintain a Comprehensive Plan in accordance with Chapter 110-12-1, Standards and Procedures for Local Comprehensive Planning, “Local Planning Requirements” effective May 1, 2005. This Comprehensive Plan is being prepared jointly by Henry County and its Cities. It will be reviewed, and approved by DCA and the Atlanta Regional Commission (ARC) no later than October 31, 2008. Once adopted by the five jurisdictions, the Comprehensive Plan will serve as the official long-range policy for guiding future decisions concerning land use, zoning, and public facilities for Henry County and its municipalities for the 20-year planning period (2008-2028).

As required by the DCA Standards, this Community Assessment is the product of a review of policies, plans, regulations, and development patterns. The study area is the entire County, an area of approximately 209,700 acres. Approximately 12 percent of the County is incorporated, covering approximately 26,090 acres. **Figure 1** on the following page is a location map of the County and the location of the County’s four municipalities: Hampton, Locust Grove, McDonough, and Stockbridge.

This Community Assessment document is the first major step in preparation of County’s Comprehensive Plan. This document and the Community Participation Program will be submitted to the ARC and DCA for a 30-day comment and review period and approval.

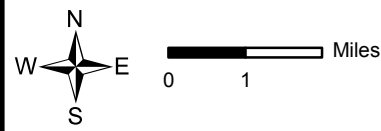
Upon approval of both documents, work on the Community Agenda will commence. The Community Agenda is the most important part of the plan; it includes the community’s vision for the future, key issues and opportunities it chooses to address during the planning period, and its implementation program for achieving this vision and addressing the identified issues and opportunities. The Community Agenda will be prepared in a more compartmentalized fashion than this Community Assessment, in order to allow for discussion of each jurisdiction’s goals, policies, and implementation programs.

Following the public involvement effort outlined in the Community Participation Program, the consultants will work closely with a Steering Committee and County and City staff to develop the Community Agenda. The results of this effort will be presented at a series of Open Houses in the Fall of 2006. These community involvement events will provide the public support and input critical to a successful Comprehensive Plan. The Henry County Board of Commissioners and local City Councils are scheduled to transmit a final draft of the Community Agenda to the ARC and DCA in November 2006. After this, a 3-month review and adoption process begins. This is scheduled to take place between November 2006 and January 2007.



Henry County 2030
Comprehensive Plan

Location Map



- Interstate Highway
- U.S. Route
- Feeder Road
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

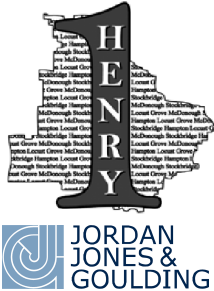


Figure 1

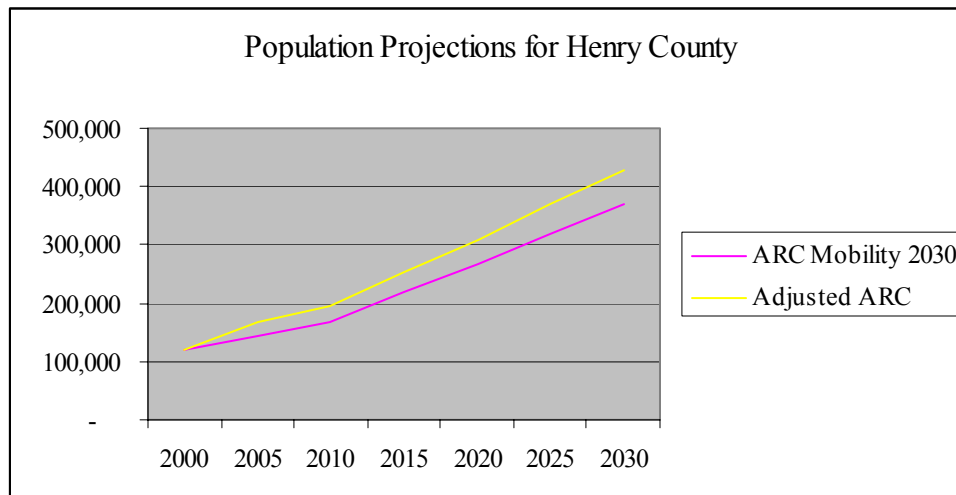
2 Issues and Opportunities

The following issues and opportunities were identified from a review of the “Quality Community Objectives” and “Analysis of Supportive Data and Information;” the documentation of which can be found in the **Technical Addendum** to this report. An Adobe PDF version of the Technical Addendum can be found on a CD located in the binder of this document. The following issues and opportunities are organized under major topics defined in the DCA Local Planning Requirements. These topics are:

- Population
- Economic Development
- Housing
- Natural and Cultural Resources
- Community Facilities and Services
- Transportation
- Intergovernmental Coordination
- Land Use

Population¹

1. Rapid Population Growth. Between 1990 and 2000, Henry County’s population grew by over 60,000 people. From 2000 to 2004, the County’s population inclusive of the Cities increased by almost 40,000. The primary reason for Henry County’s growth has been in-migration – the number of new families moving here from other places. For instance, from 2000 to 2004, in-migration accounted for 85 percent of Henry County’s growth. This trend is expected to continue for the foreseeable future. However, in-migration is very hard to predict, because it is driven by cyclical changes in the job and housing market as well as the County’s



own policies. Therefore, a range of population projections is included to guide the Comprehensive Plan. For 2030, these range from between 370,530 to 429,360.

It is expected that Stockbridge and McDonough will grow at a rate similar

¹ For more detailed analysis of population, projections, demographics, and education refer to the Technical Addendum to this Community Assessment. The methodologies behind the three population projections is in Section 2.1.5 of the Technical Addendum.

to that of the County. The City of Locust Grove, on the other hand, will see the most dramatic growth increase between 2005 and 2030². Currently, only about 2 percent of the County's population is located in Locust Grove. By 2030, Locust Grove expects to be home to more than 10 percent of the County's residents.

Table 2-1 Historic Population

	1980	1990	2000	2004	2005
Henry County	36,309	58,741	119,341	156,300	167,000
Unincorporated*	27,890	48,079	94,816	118,872	124,819
Hampton	2,059	2,694	3,857	4,065	4,229
Locust Grove	1,479	1,681	2,322	3,182	3,710
McDonough	2,778	2,928	8,493	12,270	15,030
Stockbridge	2,103	3,359	9,853	17,911	19,212

*County Population Excluding Hampton, Locust Grove, McDonough, and Stockbridge

Sources: US Census Bureau for 1980 through 2000 and ARC 2004 and 2005 estimates

2. Rapidly Growing Population of Seniors. Between 2000 and 2026, the share of residents over 65 is expected to increase faster than the growth of the population as a whole. Based on the ARC Adjusted Population Projection, this translates into nearly 52,000 additional seniors living in Henry County in 2030. Seniors have different preferences than other groups such as families with children or singles. Many seniors desire smaller, single-story homes on smaller lots requiring less upkeep. Quality healthcare, walkability, and transit are typically high priorities for this population segment. Recreationally, seniors prefer amenities like golf courses rather than soccer fields. This presents a clear housing, service, and transportation challenge for the community.

According to the U.S. Census, in the Cities of Hampton, Stockbridge, and McDonough, a higher percentage of seniors live in poverty than in the Atlanta area or Georgia as a whole. As the share of population of seniors grows, addressing the issue of seniors in poverty will become increasingly important.

3. Low Educational Attainment. Residents of Hampton, Locust Grove, and McDonough are less likely to have completed high school than residents in unincorporated Henry County, the Atlanta area, or the state. Eighty-four (84) percent of Henry County residents have a high school diploma; whereas, that number is 74 percent for Hampton, 72 percent for Locust Grove, and 77 percent for McDonough. To increase educational opportunities in the County, the City of Locust Grove has offered 200 acres to the Board of Regents to construct a college campus on the south end of the City. Recently established educational facilities by Mercer University in McDonough and DeVry University in Stockbridge offer post-secondary education for Henry County residents. Also, another major Georgia university is presently (January 2006) in lease negotiations to begin offering classes in Henry County as early as fall 2006.

² *Locust Grove Future Land Use Plan Update*

Economic Development³

1. Supply of available land for industrial development. The County's industrial parks are running out of available sites for future expansion. This is partially a result of success and a result of poor land management practices. In order to continue to attract more industry, the County should set aside prime industrial and office sites for future growth.

2. Diversification of Economic Base. Henry County, like the rest of the country, has seen a dramatic decrease in the number of manufacturing jobs and role of manufacturing in the overall economy. Manufacturing industries had only a 7 percent share of County jobs in 2005, which is down from a 17.25 percent share in 1990. There is an opportunity to nurture the emerging medical, technical, and other professional fields. While manufacturing is declining, the demand for office space is increasing. The County and its Cities should ensure that enough land is available for offices.

3. Tourism. Henry County is fortunate to have a very active tourism industry. The Atlanta Motor Speedway, just outside of Hampton, is host to two of the largest NASCAR events each year. Additionally, the Atlanta Charity Championship, the only Ladies Professional Golf Association (LPGA) Tour event in Georgia, is held at the Eagles Landing Country Club each spring. These major sporting events provide an excellent opportunity not only to support local businesses, but to help attract national and international industries to the community. Also, each city hosts local festivals that attract tourist to the County that should continue to be supported.



4. Retail Services. Due to the rapid growth of residential areas in the County, Henry County has developed into a bedroom community of Atlanta. Residential growth has outpaced retail development, so there is a lack of local commercial services to support the growth in residential development. The emerging retail sector in the County and its Cities should be supported.

5. Educated/Trained Workforce. Henry County is in great need of a local technical school that would supplement the technical opportunities available through local schools. A local technical college would improve the skills of the labor force and help in local business retention and attraction efforts. Increasing post-secondary educational opportunities within the County could create a more highly educated workforce. Discussions have been underway with the Georgia Department of Technical & Adult Education (DTAE) and Griffin Technical College for several years and are moving toward a DTAE presence in Henry County in the future.

³ For more information on Economic Development refer to the Technical Addendum to this Community Assessment.

Housing⁴

1. Demographic Changes Affect Housing Demand. There are several demographic factors shaping the local housing market in Henry County. These include:

- The market dominance of family households. According to the U.S. Census, family households represent 66 percent of total households in the County. Nearly half of family households have children that will likely require a more traditional single-family neighborhood. Only the City of McDonough does not share this characteristic; due to its urban form it has a more diverse household composition than both the County and State.
- Non-family households are increasing at a faster rate than family households, and people living alone represent a significant number (15 percent) of these households. These non-family households will create demand for smaller, higher-density housing units.
- Just over a third of householders, are in their child-raising years – 25 to 44 years old – again, creating demand for traditional single-family houses.
- Fourteen (14) percent of the County households earned over \$100,000 in 2000; these higher-income groups are growing at a significant rate, which creates a need for executive-level housing in the County (e.g., \$300,000+). Conversely, 9 percent of householders earn less than \$20,000 and are in need of low-cost housing.

2. Continuing Need for Workforce Housing. Although housing prices, or costs, in Henry County are considered relatively affordable compared to more urban counties of metro Atlanta, costs are rising more rapidly than incomes. Median house values in Henry County increased at an average annual growth rate of over 5 percent between 1990 and 2000 to \$122,400. Over 17 percent of the County-wide homeowners are paying more than 30 percent of their income on housing, which indicates a need for more workforce housing. In contrast, over 29 percent County-wide of the renter households are paying more than 30 percent of their income in rent, which indicates that the rental population is underserved with affordable units. This is more pronounced in the City of Hampton and in the City of McDonough, where the percentages of renters paying over 30% of their income, rose above 31 percent.

3. Jobs-Housing Imbalance. Jobs-housing balance seeks a geographic equilibrium between housing and jobs. The underlying theory is that as jobs and housing are more evenly distributed and mixed, people will be able to live closer to their jobs, and traffic congestion and vehicular traffic will be reduced. A balanced community generally has a jobs-housing ratio of 1.25 to 1.75, with 1.4 considered ideal. Henry County has a low jobs-housing ratio of 0.95, as of 2000. This ratio has increased only slightly from 0.94 in 1990, which indicates that the County continues to serve as a bedroom community.

Natural and Cultural Resources⁵

1. Scenic Areas, Open Space, and Agricultural Land. Henry County is rapidly losing its agricultural land, scenic areas, and open space to development. Development regulations should protect valuable open space and agricultural land and preserve views.

⁴ For more information on Housing refer to the Technical Addendum to this Community Assessment.

⁵ For more information on Natural and Cultural Resources refer to the Technical Addendum to this Community Assessment.

2. Air Quality. Henry County is one of 20 metropolitan Atlanta counties with poor air quality. The County does not meet Clean Air Act standards for particulate matter or ground level ozone. Regionally, the bulk of the problem originates with automobiles. Several ongoing trends will likely exacerbate Henry County's air quality problem, including:

- The auto-centricity of new developments including the strict segregation of land uses required by regulations.
- Lack of pedestrian or bicycle facilities.
- Loss of tree cover and canopy.
- Increase in commuting outside of the County for employment.

Stemming these trends will require a multi-faceted campaign of zoning and land development regulation reform, public education, and intergovernmental coordination between the County, its Cities, the business community, and the school board.

3. Water Quality. The County and its Cities will need continued monitoring for compliance with the newly adopted water protection ordinances.

4. Preservation of Historic Resources.

The County's historic resources, districts, and sites need protection from demolition, inappropriate modification, or encroachment of incompatible development. The County has the opportunity to protect its historic resources by adopting both Historic Preservation



Heritage Village in McDonough

Districts and architectural and design guidelines, and by creating a historic preservation commission. The Cities of Hampton and McDonough have designated historic districts with protective ordinances. Locust Grove is in the process of developing its own historic district.

5. Performing Arts Center. The County and its Cities need a multi-use performing arts center. This is both a Cultural and a Community Facilities Issue/Opportunity. Currently, local performing arts groups compete for limited space at local schools. Also, Henry County has no venue for traveling shows.

Community Facilities and Services⁶

1. Regional Coordination for Wastewater Planning. The Metropolitan North Georgia Water Planning District Long-Term Wastewater Plan requires that wastewater facilities be provided through a regional approach. This requires the consolidation of all wastewater treatment facilities in the County and phasing out older facilities, such as the wastewater plants in

⁶ For more information on Community Facilities refer to the Technical Addendum to this Community Assessment.

Hampton, Stockbridge, and McDonough. Currently, these City-owned plants have plans to expand in order to accommodate growth.

2. Growing Demand for Better Fire Protection. The current Insurance Services Office (ISO) rating varies depending on location within the County. In McDonough, the ISO rating is 4. It is 5-6 in Stockbridge. It can be 8 or 9 in the unincorporated areas of the County. The Fire Department has the short-term need for additional stations in the Jodeco Road/Oak Grove Road Area and the Luella Community. The relocation of Station #7, along with Station #13, should improve the fire protection for the northeast side of the County. Additionally, there is a need to develop a Hazardous Materials Response Program to address potential accidents on I-75. At least five additional stations are needed to meet long-term capacity needs associated with population growth.

3. Growing Demand for Public Safety Personnel. The Henry County Police Department (HCPD) provides law enforcement service to unincorporated Henry County and the City of Stockbridge. The HCPD needs an additional 62 officers to bring the Department up to Association of Chiefs of Police standards. The Police Departments in Locust Grove, Hampton, and McDonough have an adequate level of service. However, they will need to continue to add personnel as their populations grow.

4. Growing Demand for Jail Facilities and Emergency Communication Facilities. The County's Jail is overcrowded. Currently, there are 419 beds for over 500 detainees. Investments in detention facilities are needed to address the current deficiency and to maintain an acceptable level of service into the future. Emergency communications for the County and its Cities are provided by the Emergency Communications Center. The Emergency Communications Center, located in the Henry County Government Center, is physically constrained and cannot be expanded further to accommodate further growth.

5. Comprehensive Greenway System. The County has the opportunity to develop a system of parks, recreation, and conservation areas that include greenway, bicycle, and pedestrian connections. The County and its Cities have Stormwater Management Ordinances that help protect greenspace, but a County-wide-wide Comprehensive Greenspace Plan that includes the Cities would provide for passive recreation, scenic corridors, and protection of natural resources.



Future battlefield park site in western Henry County

6. Capital Improvements Planning. The Cities have the opportunity to create Capital Improvements Programs to ensure that adequate facilities and services are provided to residents. Planning ahead to meet future demand allows time for budgeting and planning of facilities.

7. Growing Demand for Senior Services, Youth Services, and Community Centers. Current service levels are not adequate to meet demand. In 2003, the County adopted a LOS standard for recreation centers of 1.0952 sq. ft. per dwelling unit. There were no recreation centers in Henry County in 2003, resulting in a deficiency of 60,246 sq. ft. for this recreational component. The County plans to construct five recreation centers by 2025, which would correct the existing deficiency and maintain the newly adopted LOS standard for recreation centers through the end of the planning period. The Henry County Senior Services Department serves the senior population for all of Henry County. In 2004, this segment of the population totaled over 18,000 individuals. Both existing senior centers are at capacity, and there is currently a waiting list for every service. Nationally, senior citizens are the fastest growing segment of the population; therefore, it can be anticipated that the demand for senior services will continue to increase over current levels in the years to come.

Intergovernmental Coordination⁷

1. Regional Transportation Planning. To ensure the proper coordination and execution of much needed transportation improvements, County officials need to be actively involved in transportation planning activities at the ARC, Georgia Regional Transportation Authority (GRTA), and Georgia Department of Transportation (GDOT).

2. Land Use Conflicts that Result from Annexation. Henry County and its Cities have established future annexation areas and service agreements that could serve as a basis for its extraterritorial jurisdiction. However, from time to time conflicts still arise. It is one of the goals of this plan to establish a joint future land use plan that can help to mitigate these conflicts.

3. Regular County-Municipal Coordination. The County does not have a regular meeting process with its neighboring Cities to discuss joint issues. The Cities have regular Henry Municipal Association Meetings. By attending these meetings regularly, the County could take advantage of this opportunity to communicate with the Cities. Also, the County Stormwater Department has held dozens of inter-jurisdictional meeting with the Cities and neighboring Counties.

4. Shared Services. The County and City governments cooperate with the provision of several community services. Some examples of shared services are Fire Protection and Emergency Services and Parks. The County provides Fire Service County-wide with the exception of a portion of McDonough. They have a cooperative agreement to address service levels east of the Norfolk Southern Railroad tracks where it is more difficult for the County to provide service. Park Construction and Maintenance is provided by the County with assistance from the Cities. There are several opportunities to share more services. For example, more sharing of Water and Sewer Services would lead to greater efficiency and would advance the goals of the Metropolitan

⁷ For more information on Community Facilities refer to the Technical Addendum to this Community Assessment.

North Georgia Water Planning District Plans. For a detailed listing of shared services see Table 6-11 in the Technical Addendum to this report.

Transportation⁸

The following community issues and opportunities have been identified through public workshops, community leader interviews, and feedback at presentations to City Councils and their staff. They were compiled by Parsons Brinckerhoff (PB) in their current efforts to develop the Henry County Comprehensive Transportation Plan.

1. Institutional Issues. The County's transportation system is hampered by poor coordination among local and regional organizations.

- Transportation improvements and issues should be better coordinated among the County, the Cities, the School Board, the Water and Sewer Authority, and utility companies.
- Elected officials and citizens should identify transportation priorities.
- The County and Cities should participate more fully in the regional transportation planning process.

2. Transportation Needs and Options. Severe traffic congestion requires more capacity in both the north-south and east-west corridors.

- Traffic congestion should be addressed, especially in the I-75 corridor.
- There should be more north-south roads in the County to provide alternative routes to I-75.
- There should be more four-lane roads providing east-west connectivity across the I-75 corridor.
- The GA 42 corridor should be improved to handle more traffic.
- The GA 155 corridor, which includes the County's main industrial development areas, should be improved to handle more traffic.
- The ARC is currently conducting a corridor study of US 19/41.

3. Traffic Safety and Operations are Deficient.

- Better traffic incident management should be provided in the southern part of the County.
- Some roads in the County are not paved and should be improved.
- The County and Cities need more traffic signals and better traffic control.
- More roadway/rail grade separations are needed in the County.
- The I-75/I-675 "split" is very congested and should be fixed. This problem appears to be caused by the southbound I-75/I-675 merge.

4. Need for Better Network of Arterial Roadways. Future growth in population will require new and improved arterials. Right-of-way for future roadways and road widening projects should be protected now.

⁸ Parsons, Brinckerhoff, Quade & Douglas, Inc., December 19, 2005. For more information on Transportation refer to the Technical Addendum to this Community Assessment.

5. Henry County is a Major Center for Warehouse/distribution Centers.

Truck traffic is a problem in some locations, especially on roads connecting to I-75. The vast majority of warehouse/distribution center truck traffic is focused primarily in the I-75/GA, 155/GA 42 corridor within a few miles of I-75. The industrial area at Eagles Landing does contribute some truck congestion, but this industrial area is virtually built out; however, industrially zoned land is still available on Rock Quarry Road.



Henry County Warehousing

6. Traffic Congestion Threatens to Hamper Economic Development in Henry County and its Cities. Transportation improvements should support economic development.

7. Henry County's Transportation System is Dominated by Highways.

- More attention should be given to providing pedestrian and bicycle facilities is needed such as sidewalks, walking trails, and bike paths, especially in commercial areas and near schools, libraries, government buildings, parks, etc.
- More public transportation services, including commuter rail, express bus service, and park-and-ride lots, should be considered to serve people working in Downtown and Midtown Atlanta, Hartsfield-Jackson International Airport, and other areas of the region.

8. Maintenance and Operating Costs. As the transportation system is expanded, maintenance and operating costs will increase significantly in the future. Funding for ongoing system operations and maintenance should be identified.

9. Funding. Henry's acute transportation problems will strain current City and County resources for implementation.

- Transportation improvement projects should be constructed in a more timely manner.
- Short-term and long-term funding strategies for transportation projects are needed.
- A range of potential funding sources for transportation should be explored, including special purpose local option sales taxes (SPLOST), traffic impact fees, public/private partnerships, tax allocation districts, user fees (tolls), bonds, community improvement districts, federal and state funds, and other innovative sources. Henry County already has the ability to create Community Improvement Districts (CIDs); however, to date this has not been implemented.

Land Use

1. Need for Better Land Use-Transportation Coordination. Much of the County's transportation problems are a result of rapid development, sprawled development patterns, and the lack of a long-range perspective in making land use decisions. This is evident in the lack of transportation connectivity between developments, mixed-use and multi-use developments that would reduce the need for vehicle trips, and of adequate transportation infrastructure to support

large-scale developments. However, the Cities have made efforts to alleviate this problem by encouraging traditional neighborhood development and mixed-use developments.

2. Sprawl Development Patterns. Development over the past 20 years has occurred in a very disorderly fashion. The most common form of development has been isolated single-family residential subdivisions that have been allowed to pop up in the middle of the countryside miles from any supportive services or employment centers. Local governments are often reactive to the needs of the growing population, rather than proactive in determining where growth can best be supported. Sprawled development patterns also strengthen auto dependence and discourage the creation of pedestrian-friendly environments.

3. Outdated Zoning and Development Regulations. The County and its Cities have been struggling over the past 3 years to update their land use regulations. In particular, current codes do not allow for mixed-use developments. Additionally, there is a lack of adequate design standards and sign controls. The Cities and Counties have the opportunity to include standards for development that enable more traditional-scale development and consider historical areas.

4. Annexation and Land Use Controls. Rapid annexation has resulted in inconsistent land use regulations and the perception that municipal decision makers will grant higher densities and make land use concessions not offered by the County. The County and Cities implementing the same vision for future development is one of the goals of the “One Henry” concept.

5. Use of Larger-lot development as a Growth Management Tool. The County has used the policy of approving larger-lot subdivisions (1 acre or larger lots) as a means to control growth. This form of development, however, is one of the most inefficient to service from an infrastructure perspective and does little to maintain the rural character of the County. If rural preservation is a goal of the community, alternative growth management tools must be considered.

6. High-density Residential. Historically, there has been a general lack of support for any development over 4 dwelling units per acre. This acceptance of a low-density residential development pattern exacerbates the sprawling development of the County, does not support transit use, and discourages the construction of workforce housing. There have been recent policy initiatives, however, that indicate growing support for higher densities. In particular, the City of Stockbridge recently established several high-rise districts, along I-75, and the County through its recent work on a draft Unified Land Development Code and the Interim Future Land Use Plan have proposed allowing densities up to 16 units per acre and mixed –use development in a few select areas close to the interstate.

7. Infill Housing (Cities only). There is a need within the local Cities to promote infill housing either within or adjacent to downtown districts and activity centers.

3 Analysis of Existing Development Patterns

The purpose of this analysis of Existing Development Patterns is to gain a clear understanding of the setting within which Henry County and the Cities are growing and to explore further those issues and opportunities that relate directly to the physical environment. The following analysis looks at three aspects of the existing development patterns: Existing Land Use, Areas Requiring Special Attention, and Character Areas. Transportation is discussed in a separate report called *Henry County Transportation Plan*.

Existing Land Use

An existing land use map is a representation of the land uses existing in a community at a given time. For purposes of this analysis, the Henry County Existing Land Use Map shows what is on the ground as of October 2005. The map is based on a number of field surveys undertaken in the Fall of 2005 and an analysis of aerial photography and tax assessor data. The map illustrates uses found throughout the County, including the municipalities. These uses were categorized using a variation of the standard category system prescribed by the DCA. **Figure 2** lists the definitions of each land use category.

Figure 3 shows the amount of land (in acres) categorized under each use by jurisdiction, and **Figure 4** shows the percentage of total acres of land categorized under each use by jurisdiction. **Figure 5** is a small copy of the map; a larger 30"x 40" version of the map is available in PDF format on the CD included with this report.

Figure 2: Existing Land Use Category Definitions

Existing Land Use Category	Definition
Agricultural/Forestry	Land used for agricultural purposes, such as cropland or livestock production, and all land used or potentially used for commercial timber production.
Estate Residential	Single-family residential uses up to 0.3 dwelling units per acre (3-acre or larger residential lots).
Residential	Includes land used for all residential uses at a density greater than 0.3 dwelling units per acres. See descriptions of residential subcategories below.
Single-family Residential	A subcategory of residential that includes detached, single-family residential uses, including single mobile homes on individual lots.
Multi-family Residential	A subcategory of residential that includes residential structures containing three or more units attached.
Mobile Home Park	A subcategory of residential that includes land used for mobile home communities.
Under Construction Residential	A subcategory of residential that includes single-family or multi-family developments that are under construction at the time of the survey. Some lots may be occupied.
Commercial	Land used by commercial uses both built and under construction. See descriptions of subcategories below.
Built Commercial	A subcategory of commercial that includes commercial and office uses; including strip malls, big-box retail, auto-related businesses, restaurants, convenience stores, and office buildings.
Under Construction Commercial	A subcategory of commercial that includes property on which construction activity for future commercial uses was evident at the time of the survey.
Industrial	Land used by industrial uses both built and under construction. See descriptions of subcategories below.
Built Industrial	A subcategory of industrial that includes industrial uses, including manufacturing, quarries, small warehouses and light assembly operations.
Under Construction Industrial	A subcategory of industrial that includes property on which construction activity for future industrial uses was evident at the time of the survey.
Parks/Recreation/Conservation (PRC)	Active and passive recreation areas, parks, and protected lands. Includes land owned by a land trust or public agency, preserved from future development, and maintained as open space.
Public Parks, Recreation ,and Conservation Areas	A subcategory of PRC that includes only public parklands and conservation areas.
Private Parks, Recreation ,and Conservation Areas	A subcategory of PRC that includes private recreation areas, such as private golf courses and subdivision recreation areas.
Public/Institutional (PI)	Community facilities (except utilities), general government, and institutional uses. Examples include schools, public safety stations, city halls, courthouses, jails, health facilities, churches, and libraries.
Public	A subcategory of PI that includes only public uses owned by a government entity.
Private Institutional	A subcategory of PI that includes only private uses, such as churches, clubs, and private schools.

Figure 2: Existing Land Use Category Definitions

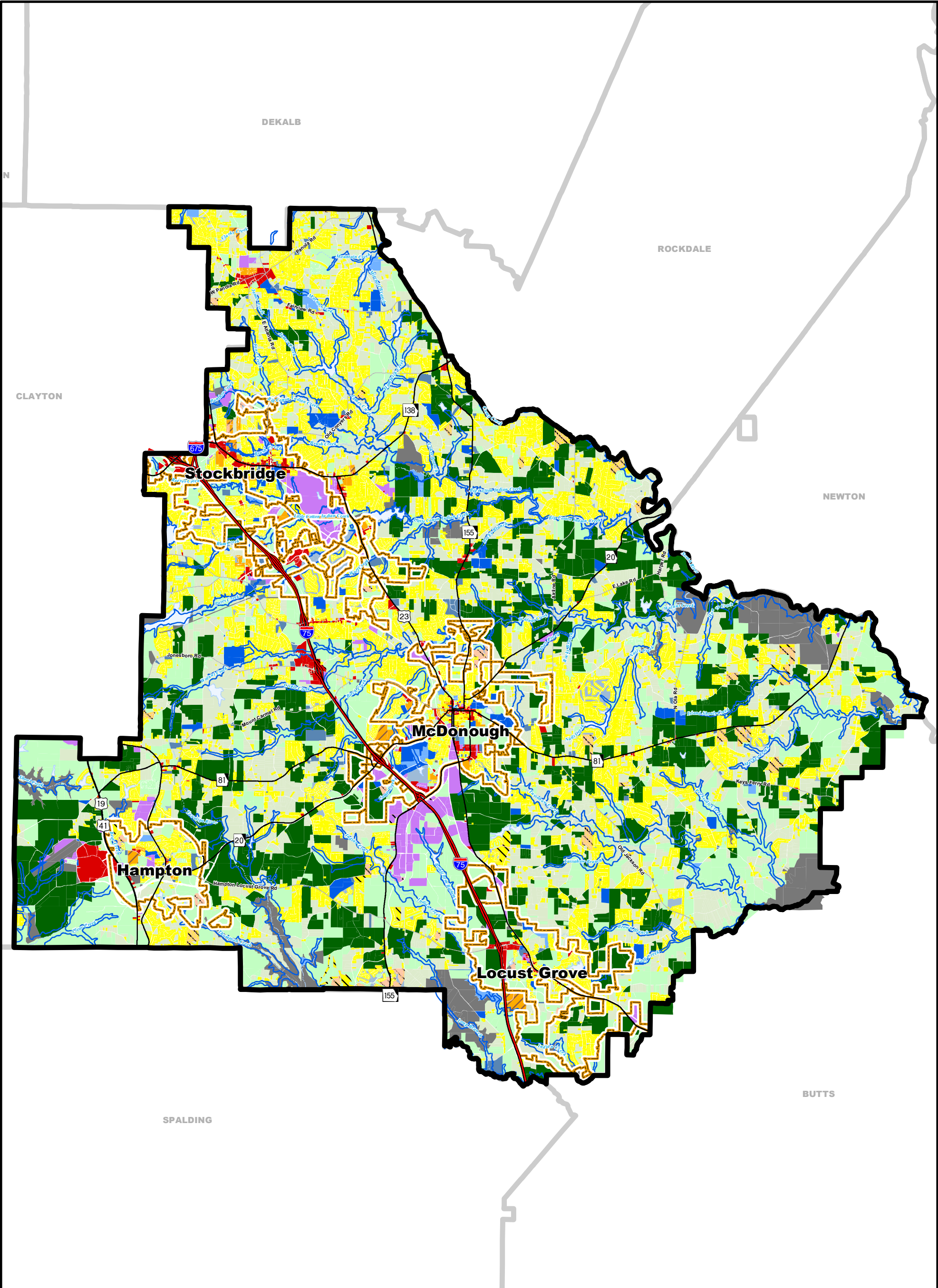
Existing Land Use Category	Definition
Transportation/Communication/Utilities (TCU)	Land used by transportation, communication, or utility facilities; such as airports, cell towers, power stations, sewer plants, water towers, and water treatment facilities.
Road Right-of-Way	Land dedicated to road right-of-way.
Other TCU	A subcategory of TCU that includes all TCU uses, other than road right-of-way
Undeveloped/Vacant (VAC)	No active use on the property, includes property improved for real estate sale (cleared and graded but no structure) and property with vacant or abandoned structures with which no employment or residence can be associated. Property with recently constructed structures will fall under one of the “under construction” categories or the use for which it is intended.

Figure 3: Total Acres by Existing Land Use Category, Henry County and Local Municipalities, October 2005

	Unincorporated	Hampton	Locust Grove	McDonough	Stockbridge	County Total
Agricultural/Forestry/Estate Residential	78,826	430	2,168	1,139	394	82,957
Agricultural/Forestry	35,197	12	1,542	720	112	37,583
Estate Residential	43,629	418	626	419	281	45,373
Residential	41,722	1,133	763	1,976	2,603	48,196
Single-Family Residential	39,168	909	734	1,547	2,128	44,486
Multi-Family Residential	447	30	2	258	213	949
Mobile Home Park	430	67	0	0	80	577
Under Construction Residential	1,677	127	27	170	182	2,184
Public/Institutional	3,440	105	143	668	333	4,690
Public	2,041	39	105	548	136	2,869
Private Institutional	1,399	66	38	120	197	1,821
Parks/Recreation/Conservation (PRC)	2,257	55	132	496	597	3,537
Public PRC	840	40	58	178	85	1,200
Private PRC	1,418	15	74	318	512	2,336
Transportation/Communication/Utilities (TCU)	19,201	432	578	681	1,017	21,909
Right-of-Way	10,230	379	486	663	992	12,749
Other TCU	8,971	53	93	18	26	9,161
Commercial	1,776	114	151	573	741	3,354
Built Commercial	1,720	114	151	568	741	3,294
Under Construction Commercial	56	0	0	5	0	61
Industrial	2,997	65	235	322	972	4,591
Built Industrial	2,924	65	235	322	972	4,518
Under Construction Industrial	73	0	0	0	0	73
Undeveloped/Vacant	33,426	1,225	2,298	1,671	1,884	40,504
Total	183,645	3,558	6,468	7,526	8,541	209,738

Figure 4: Percentage of Land Occupied by each Existing Land Use Category in each Jurisdiction, Henry County and Local Municipalities, October 2005

	Unincorporated	Hampton	Locust Grove	McDonough	Stockbridge	County Total
Agricultural/Forestry/Estate Residential	42.92%	12.09%	33.52%	15.13%	4.61%	39.55%
Agricultural/Forestry	19.17%	0.33%	23.84%	9.57%	1.32%	17.92%
Estate Residential	23.76%	11.76%	9.68%	5.56%	3.29%	21.63%
Residential	22.72%	31.83%	11.80%	26.25%	30.48%	22.98%
Single-Family Residential	21.33%	25.56%	11.35%	20.56%	24.91%	21.21%
Multi-Family Residential	0.24%	0.83%	0.02%	3.43%	2.49%	0.45%
Mobile Home Park	0.23%	1.88%	0.00%	0.00%	0.94%	0.28%
Under Construction Residential	0.91%	3.56%	0.42%	2.26%	2.13%	1.04%
Public/Institutional	1.87%	2.94%	2.21%	8.88%	3.90%	2.24%
Public	1.11%	1.08%	1.63%	7.28%	1.59%	1.37%
Private Institutional	0.76%	1.86%	0.59%	1.60%	2.31%	0.87%
Parks/Recreation/Conservation (PRC)	1.23%	1.56%	2.03%	6.59%	6.99%	1.69%
Public PRC	0.46%	1.14%	0.89%	2.36%	0.99%	0.57%
Private PRC	0.77%	0.42%	1.14%	4.22%	6.00%	1.11%
Transportation/Communication/Utilities (TCU)	10.46%	12.13%	8.94%	9.05%	11.91%	10.45%
Right-of-Way	5.57%	10.64%	7.51%	8.81%	11.61%	6.08%
Other TCU	4.88%	1.49%	1.43%	0.25%	0.30%	4.37%
Commercial	0.97%	3.19%	2.34%	7.62%	8.67%	1.60%
Built Commercial	0.94%	3.19%	2.34%	7.55%	8.67%	1.57%
Under Construction Commercial	0.03%	0.00%	0.00%	0.07%	0.00%	0.03%
Industrial	1.63%	1.84%	3.64%	4.28%	11.38%	2.19%
Built Industrial	1.59%	1.84%	3.64%	4.28%	11.38%	2.15%
Under Construction Industrial	0.04%	0.00%	0.00%	0.00%	0.00%	0.03%
Undeveloped/Vacant	18.20%	34.42%	35.52%	22.20%	22.06%	19.31%
Total	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%



Henry County 2030 Comprehensive Plan

Existing Land Use

- | | | |
|--------------------------------|--|-----------------------|
| Single Family Residential | Under Construction Industrial | Interstate Highway |
| Multi-Family Residential | Private Institutional | U.S. Route |
| Estate Residential | Private Recreational | Feeder Road |
| Mobile Home Park | Public | 100-Year Floodplain |
| Under Construction Residential | Public Recreational/Conservation | River/Stream |
| Commercial | Agricultural/Forestry | Lake/Pond |
| Under Construction Commercial | Transportation/Communication/Utilities | City Boundary |
| Industrial | Vacant/Undeveloped | County Boundary |
| | | Other County Boundary |

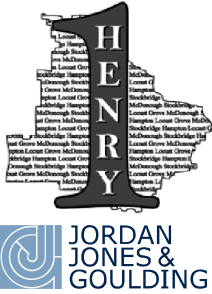


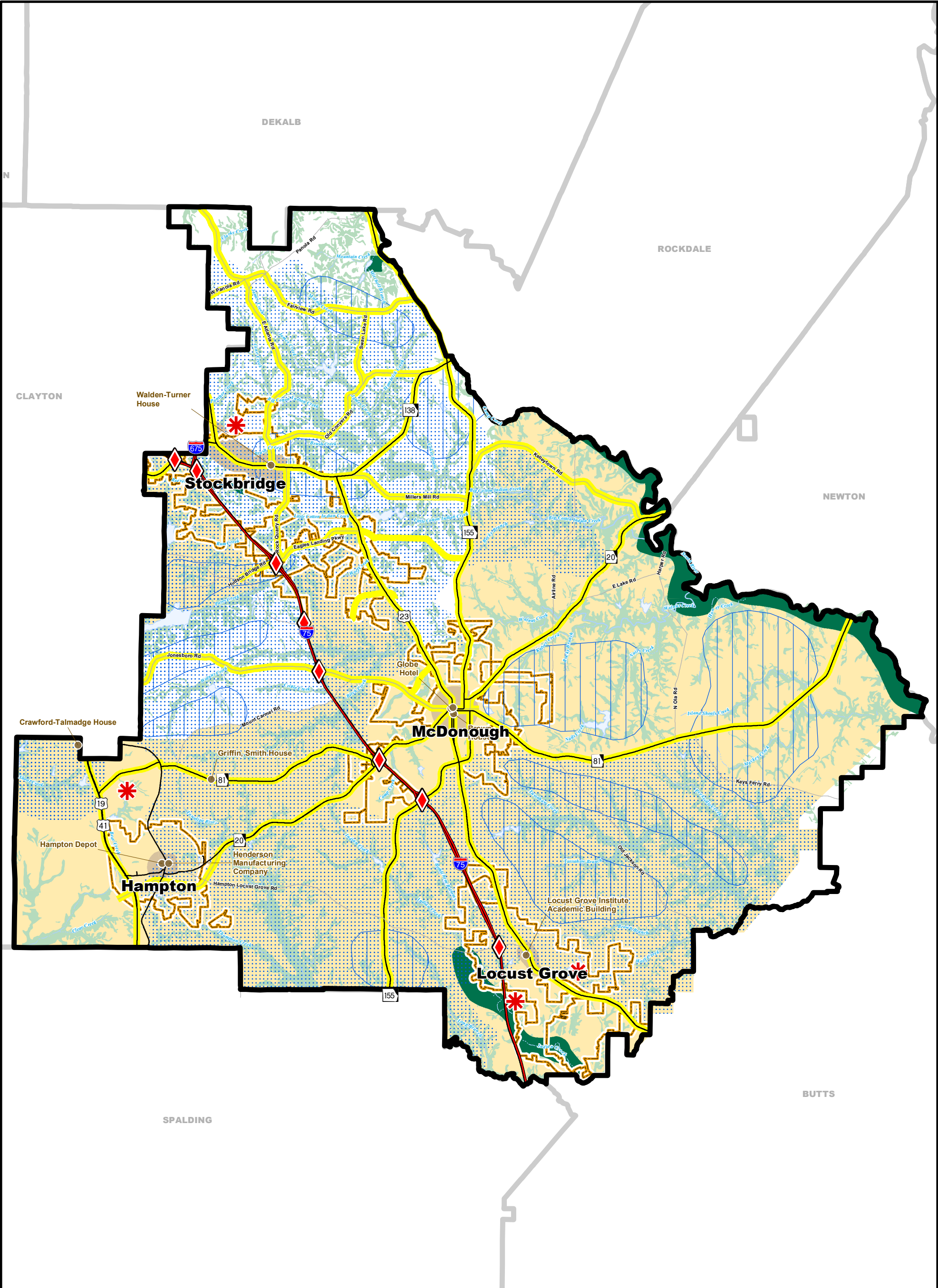
Figure 5

Areas Requiring Special Attention

Continued development in Henry County and the Cities will have significant impacts on the existing residents, natural and cultural resources, community services and facilities, and infrastructure. This section summarizes the locations of some of the likely impacts of growth, including areas where growth should be avoided. Also included are areas in need of additional investment because of aesthetics, pollution, or disinvestment. The following table, **Figure 6**, presents the definitions of each of the special attention areas. **Figure 7** maps the locations of these areas.

Figure 6: Areas Requiring Special Attention Definitions

Areas Requiring Special Attention	Definition
Corridors Requiring Special Attention	There are several corridors in the County that may need to be considered for special land use controls. These corridors are congested and are being widened to accommodate more traffic.
Conservation Areas	The South River, Wolf Mountain, and areas of concentrated wetlands and rugged terrain should receive special attention.
Historic Neighborhoods and Traditional Downtowns	The downtown central business districts and nearby historic neighborhoods in all the Cities of the County are being threatened by rapid development.
Groundwater Recharge Areas	Pursuant to state regulations, the County has adopted a Groundwater Recharge Protection District ordinance: an overlay of restrictions for the areas of probable thick soils that may function as significant groundwater recharge areas. This ordinance includes restrictions on siting septic tanks and certain hazardous waste facilities.
Water Supply Watersheds	Henry County contains all or part of nine watersheds that are currently being used for water supply. Development will be limited by regulations protecting water quality. These include setbacks, buffers, and others.
Historic Sites	There are many historic sites and districts in Henry County. The County needs to create a policy-regulatory framework for ensuring the long-term integrity of its historic resources.
Reinvestment and Infill Opportunities	Some neighborhoods and commercial strips present an opportunity for redevelopment and infill. Many of these areas have high levels of poverty and could be appropriate for rehabilitation and aesthetic improvements.
Floodplains and Steep Slopes	Floodplains and steep slopes are located throughout Henry County. These will have an impact on future development.
I-75 Interchanges	Currently, many of the County's I-75 interchanges are marked with heavy congestion and confusing signage.
Areas where rapid development has occurred or has the potential to occur	Areas shown on the Special Attention Areas Map under this category are census tracts that have grown faster than the County's annual average population growth of 8% over the past 5 years according to the ARC. These are areas where change in land use is likely to occur, and where development may outpace the availability of community facilities and services. In particular, most of these areas are where suburban residential development is encroaching on the County's rural areas.



Henry County 2030 Comprehensive Plan

Areas Requiring Special Attention

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Miles

Historic Site

Interchange

Reinvestment Opportunity

Corridor Requiring Special Attention

Recharge Area

Water Supply Watershed

Traditional Downtown

Conservation Area

100-Year Floodplain and Steep Slope

Areas Where Rapid Development Has or is Likely to Occur

Interstate Highway

U.S. Route

Road

River/Stream

Lake/Pond

City Boundary

County Boundary

Other County Boundary

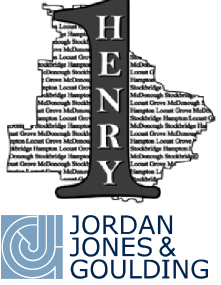


Figure 7

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Recommended Character Areas

The patterns of development throughout a community create individual areas that have an identifiable character. These “Character Areas” are defined as specific geographical areas that (1) presently have unique characteristics; (2) have the potential to evolve into a unique area when provided specific and intentional guidance; or (3) require special attention because of unique developmental issues. The use of character areas in planning acknowledges the visual and functional differences that exist today among the districts of Henry County and helps guide future development through policies and implementation strategies that are tailored to each situation. **Figure 8** offers a description of each character area and possible development strategies to apply to them. **Figure 9** shows the proposed location for each of these character areas. **Figures 10 through 13** are zoomed-in versions of this map for each of the Cities.

Figure 8: Character Area Definitions

Character Area	Description/Location	Development Strategy
Downtown	The traditional central business district and immediately surrounding commercial, industrial, or mixed-use areas of Hampton, Locust Grove, McDonough, and Stockbridge.	Downtown should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. Residential development should reinforce the traditional town center through a combination of rehabilitation of historic buildings in the downtown area and compatible new infill development targeted to a broad range of income levels; including multi-family town homes, apartments, lofts, and condominiums where appropriate. Residential densities should help support and sustain downtown businesses. Design should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. The pedestrian-friendly environment should be enhanced by adding sidewalks and creating other pedestrian-friendly rail/bike routes linking to neighboring communities and major destinations; such as libraries, neighborhood centers, health facilities, parks, schools, etc. New residential and commercial development should be concentrated in and around the downtown and adjacent neighborhoods on infill sites.

Figure 8: Character Area Definitions

Character Area	Description/Location	Development Strategy
High-rise/Mid-rise District	Two high-rise overlay districts along I-75 in Stockbridge where vertical mixed-use development is encouraged. Exit 218 area in McDonough.	Developments should be high-density, mixed-use with integrated greenspace, on-site parking, and attractive streetscapes. They should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. Additionally, these developments should provide a diverse mix of higher-density housing types; including multi-family town homes, apartments, lofts, and condominiums, including affordable and workforce housing. Design should be very pedestrian-oriented, with well-defined, walkable connections between different uses and direct connections to nearby networks of greenspace or trails. These trails or greenspaces should be available to pedestrians and bicyclists for both tourism and recreation purposes. Compatible architecture styles that maintain the regional character should be encouraged; “franchise” or “corporate” architecture should be discouraged.
Industrial Area	These areas consist of industries, warehouses, and distribution facilities on level sites having close access to I-75, railroads, and utilities, and space for expansion.	Areas should provide adequate infrastructure capacity and maintain designated truck routes to I-75 that are safe and maneuverable for heavy vehicles and minimize noise, vibration, and intrusion of trucks in residential areas. Design should provide adequate room for expansion and the development of ancillary business and employee services. Landscaped entrances and grounds should be encouraged, environmentally sensitive areas protected, and surrounding neighborhoods buffered. Truck docks and waste handling areas should be screened from public view. The intrusion of obnoxious uses into industrial parks should be discouraged. Strong design standards are necessary to help ensure that the aesthetic qualities of the built environment around each of the I-75 interchanges is reflective of the community’s vision for the future and the image they want to portray to visitors. In particular, there should be strong signage controls to direct visitors to local activity centers, which are reflective of community pride and local architectural styles, and still promote local businesses.
Conservation Area	Wolf Mountain, the South River Corridor, areas of dense wetland and rugged topography, and parks over 100 acres.	Maintain natural, rural character by prohibiting new development and promoting use of conservation easements. Roadways in these areas should be widened only when absolutely necessary and then carefully designed so that the roadway alterations have minimal visual impact. These areas should be promoted as passive-use tourism and recreation destinations.

Figure 8: Character Area Definitions

Character Area	Description/Location	Development Strategy
Rural Residential	Unique rural neighborhoods and undeveloped land that help establish the rural character of the County. These areas have low pedestrian orientation and accessibility, no transit, large lots, open space, pastoral views, and a high degree of building separation.	The rural atmosphere of these areas should be maintained while accommodating new residential development as rural cluster or conservation subdivision design that incorporate significant amounts of open space. Maintain the regional rural character by encouraging compatible architectural styles. Foster establishment of a regional network of greenspace and trails, available to pedestrians and bicyclists for both tourism and recreational purposes.
Suburban Residential	Areas experiencing the greatest pressure for the typical types of suburban residential subdivision development are greatest.	Promote moderate density, traditional development (TND) style residential subdivisions. New development should be master planned with mixed uses, blending residential development with schools, parks, recreation, retail businesses and services, linked in a compact pattern that encourages walking and minimizes the need for auto trips. There should be connectivity and continuity between master planned developments. There should be good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points. This type of development pattern also can help foster the establishment of a regional network of greenspace and trails, available to pedestrians and bicyclists for both tourism and recreational purposes.
Rural Village	Commercial activity areas located at highway intersections that provide a mixture of uses to serve highway passers-by, and rural and agricultural areas.	Maintain rural atmosphere while accommodating new retail and commercial uses with attractive character. Rural Villages must have clear boundaries so that they don't promote sprawl-type development in rural areas. Compatible architecture styles that maintain the regional rural character and do not include "franchise" or "corporate" architecture should be promoted. Wherever possible, these areas should connect to regional network of greenspace and trails, available to pedestrians, and bicyclists for both tourism and recreational purposes. Through the attractive clustering of buildings, Rural Villages can provide greater pedestrian access and help preserve open space.

Figure 8: Character Area Definitions

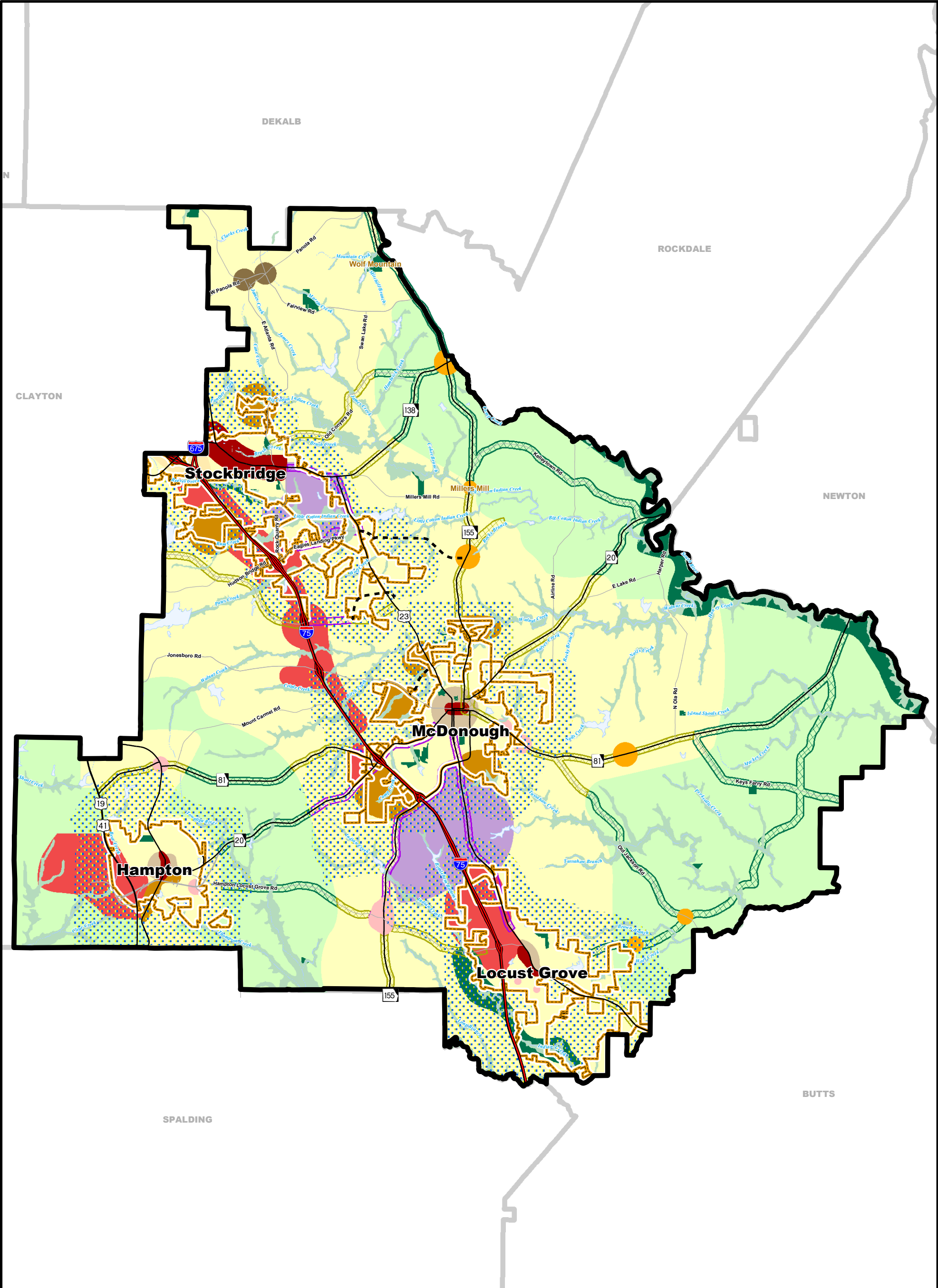
Character Area	Description/Location	Development Strategy
Community Center	A major activity center, easily accessible by pedestrians, serving several neighborhoods that has a concentration of activities such as general retail, service commercial, professional office, higher-density housing and appropriate public and open space uses.	The Community Center should include a relatively high-density mix of retail, office, services, and employment to serve a regional market area. It should be centrally located at the intersection of major thoroughfares with a connected street network. Design standards should be provided to promote a sense of place. Locating higher-density housing options adjacent to the center will reinforce the community center. Housing should target a broad range of income levels by including multi-family town homes, apartments, and condominiums. Community Center design should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Community Center design also should include direct connections to the greenspace and trail networks. Adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations; such as libraries, neighborhood centers, health facilities, commercial clusters, parks, and schools will enhance the pedestrian environment.
Neighborhood Center	Neighborhood focal points providing a collection of activities such as restaurants, neighborhood-oriented shops and services, housing, and appropriate public and open space uses easily accessible by pedestrians.	Similar to a Community Center, but at a smaller scale, each Neighborhood Center should include a mix of retail, office, and services, to serve neighborhood residents' day-to-day needs. Residential development should reinforce the center through the location of higher-density housing options adjacent to the center. Design for each center should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Include direct connections to the greenspace and trail networks.
Scenic Corridor	Scenic Corridors are located along thoroughfares in the rural portions of the County. These corridors are noteworthy for their natural, scenic, and pastoral views.	Maintain scenic and rural character while accommodating new development within the corridor. Residential development should be clustered and screened in such a way as to preserve rural views from the corridor. Scenic corridors should be designed to accommodate all users, including pedestrians and bicyclists. Billboards should be banned within these corridors.

Figure 8: Character Area Definitions

Character Area	Description/Location	Development Strategy
Residential Corridor	A highway corridor designated for residential uses. Located throughout the County, Residential Corridors often connect non-residential areas together.	Encourage moderate-speed vehicular travel so that pedestrians, school children, and bicyclists can be accommodated. The predominant land use along Residential Corridors should be residential subdivisions. These should be designed so that homes front the corridor, with alley access leading to common subdivision entrances spaced every 1,000 feet to provide adequate connectivity. Opposing entrances should be aligned and served by a common traffic signal. Where appropriate, incidental or accessory commercial uses may be incorporated into a Residential Corridor. These should be designed as part of, and integrated into the design of a subdivision.
Commercial/Industrial Corridor	An uninterrupted channel of developed or developing land on both sides of designated high-volume transportation facilities.	Older commercial strip centers should be retro-fitted to be more aesthetically appealing and, therefore, more marketable to prospective tenants. Complete and integrated pedestrian improvements and crosswalks throughout the corridor should be required to promote pedestrian comfort, safety and convenience. High standards of landscape should be promoted and sign controls put in place to improve corridor appearance. Access management and inter-parcel access should be designed to maintain traffic speeds and capacity. This use should be limited to existing Commercial/ Industrial Corridors in the County as nodal development is now the preferred development pattern.
Multiple Use	Large areas of land for planned development. These include the Planned Unit Developments around McDonough and transportation-oriented development south of downtown Hampton.	Moderate density, traditional development (TND) style residential subdivisions should be promoted in these areas. New development should be master planned, blending residential development with schools, parks, recreation, retail businesses and services, linked in a compact pattern that encourages walking and minimizes the need for auto trips.

Figure 8: Character Area Definitions

Character Area	Description/Location	Development Strategy
Regional Activity Center	Concentration of regionally marketed commercial and retail centers, office and employment areas, higher education facilities, low- to mid-rise residential, and sports and recreational complexes. These areas are characterized by a high degree of access by vehicular traffic, transit use, including stops, shelters and transfer points; on-site parking; low degree of internal open space and a high floor-area-ratio: large tracts of land, campus or unified development.	Should include relatively high-density mix of retail, office, services, and employment to serve a regional market area diverse mix of higher-density housing types, including multi-family town homes, apartments, lofts, and condominiums, including affordable and workforce housing should be included in these areas. Design should be very pedestrian-oriented, with strong, walkable connections between different uses and direct connections to nearby networks of greenspace or trails. Architecture styles should maintain the regional character and should not include “franchise” or “corporate” architecture. For Regional Activity Centers off I-75, streetscaping enhancements and strong design standards should be in place to help ensure that the aesthetic qualities of the built environment around each of the interchanges is reflective of the community’s vision for the future and the image they want to portray to visitors.



Henry County 2030 Comprehensive Plan

Character Areas

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Corridors

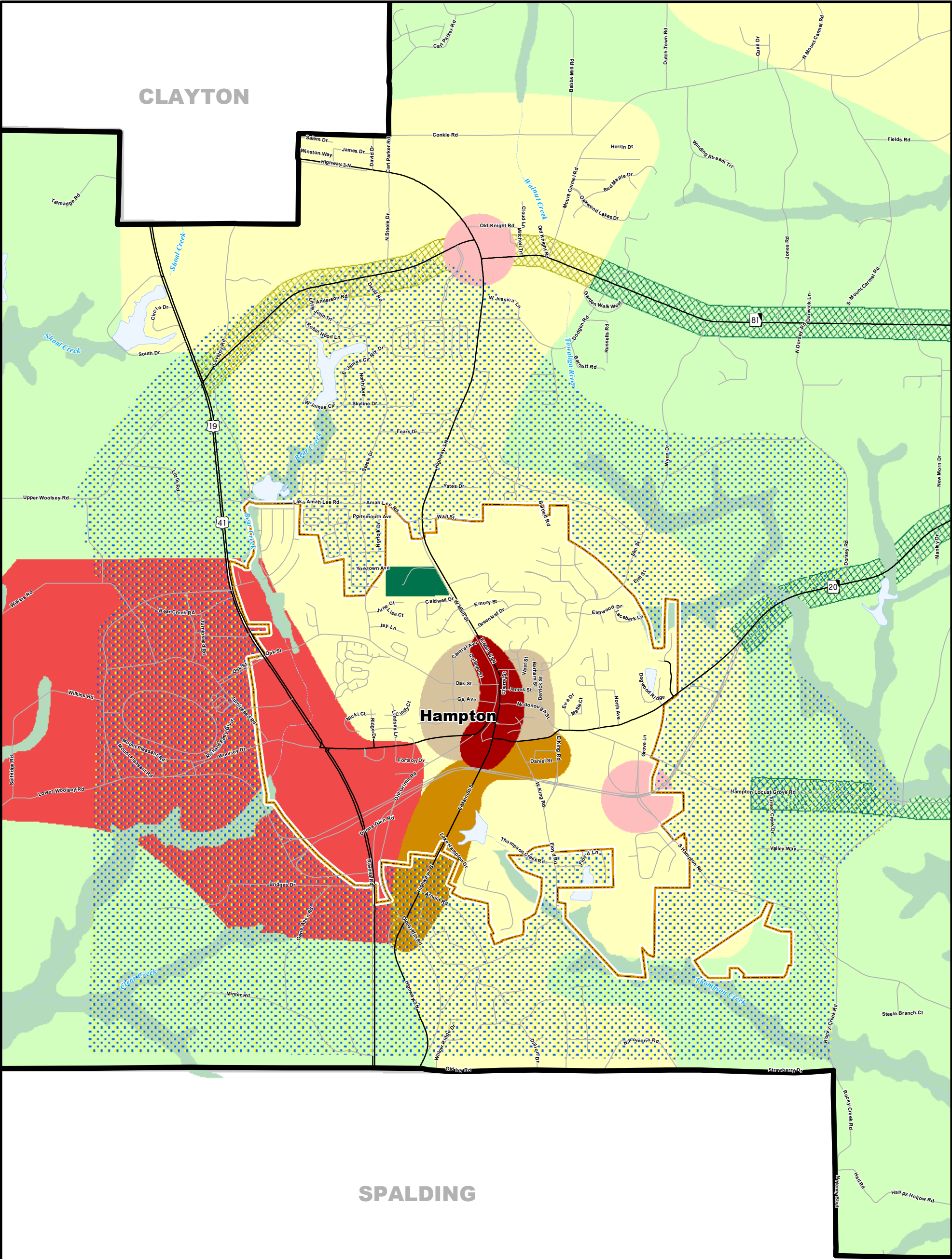
- Commercial/Industrial
- Residential
- Scenic
- Municipal Gateway
- 100-Year Floodplain
- Conservation Area
- Downtown
- Historic Residential

- Highrise/Midrise District
- Industrial
- Multiple Use
- Neighborhood Center
- Regional Activity Center
- Rural Residential
- Rural Village
- Suburban Residential
- Community Center

- Interstate Highway
- U.S. Route
- Road
- New Road Project
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

Figure 9

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Henry County 2030 Comprehensive Plan

City of Hampton Character Areas

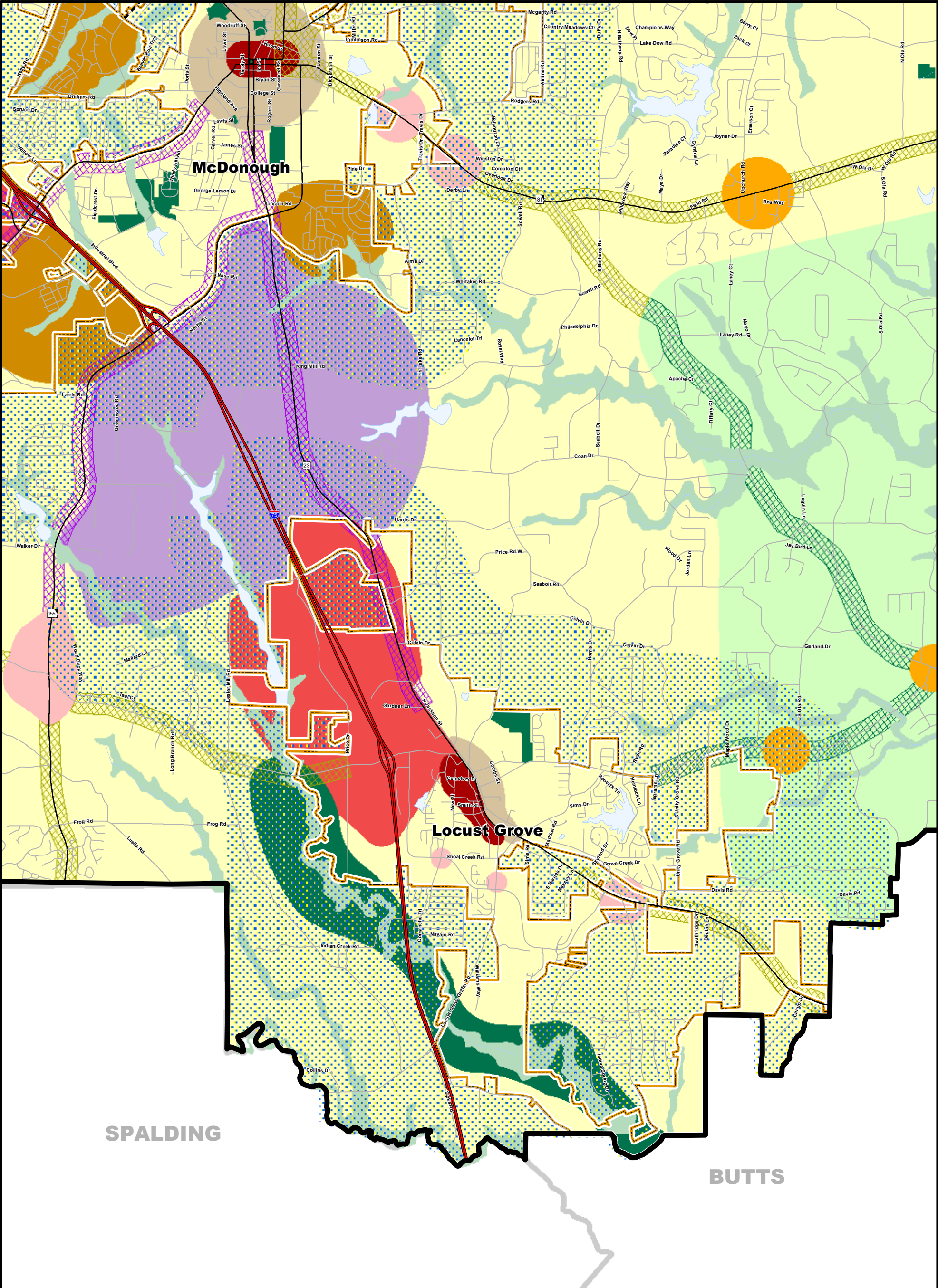
Corridors

- Commercial/Industrial
- Residential
- Scenic
- Municipal Gateway
- 100-Year Floodplain
- Conservation Area
- Downtown
- Historic Residential

- Highrise/Midrise District
- Industrial
- Multiple Use
- Neighborhood Center
- Regional Activity Center
- Rural Residential
- Rural Village
- Suburban Residential
- Community Center

- Interstate Highway
- U.S. Route
- Road
- New Road Project
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

Figure 10



Henry County 2030
Comprehensive Plan

City of Locust Grove
Character Areas



0 2,250 4,500 Feet

Corridors

- Commercial/Industrial
- Residential
- Scenic
- Municipal Gateway
- 100-Year Floodplain
- Conservation Area
- Downtown
- Historic Residential

- Highrise/Midrise District
- Industrial
- Multiple Use
- Neighborhood Center
- Regional Activity Center
- Rural Residential
- Rural Village
- Suburban Residential
- Community Center

- Interstate Highway
- U.S. Route
- Road
- New Road Project
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

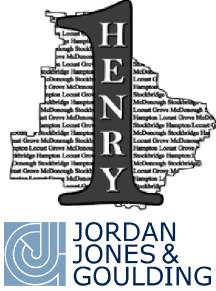
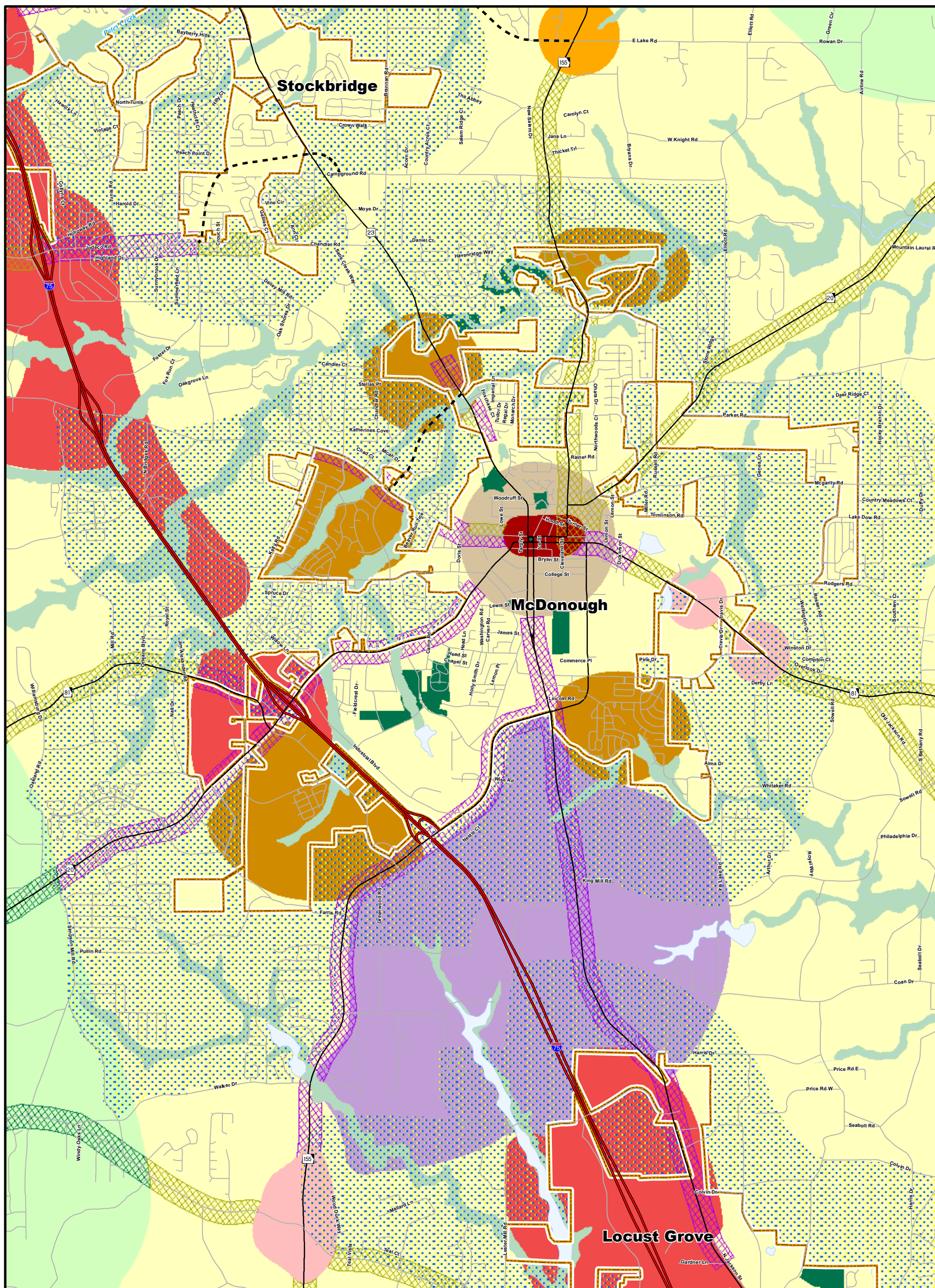


Figure 11




Henry County 2030 Comprehensive Plan










City of McDonough Character Areas





Corridors

-  Commercial/Industrial
 Residential
 Scenic

 Municipal Gateway
 100-Year Floodplain
 Conservation Area
 Downtown
 Historic Residential

-  Highrise/Midrise District
-  Industrial
-  Multiple Use
-  Neighborhood Center
-  Regional Activity Center
-  Rural Residential
-  Rural Village
-  Suburban Residential
-  Community Center

-  Interstate Highway
 U.S. Route
 Road
 New Road Project
 River/Stream
 Lake/Pond
 City Boundary
 County Boundary
 Other County Boundary

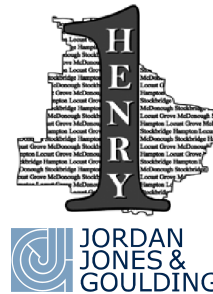
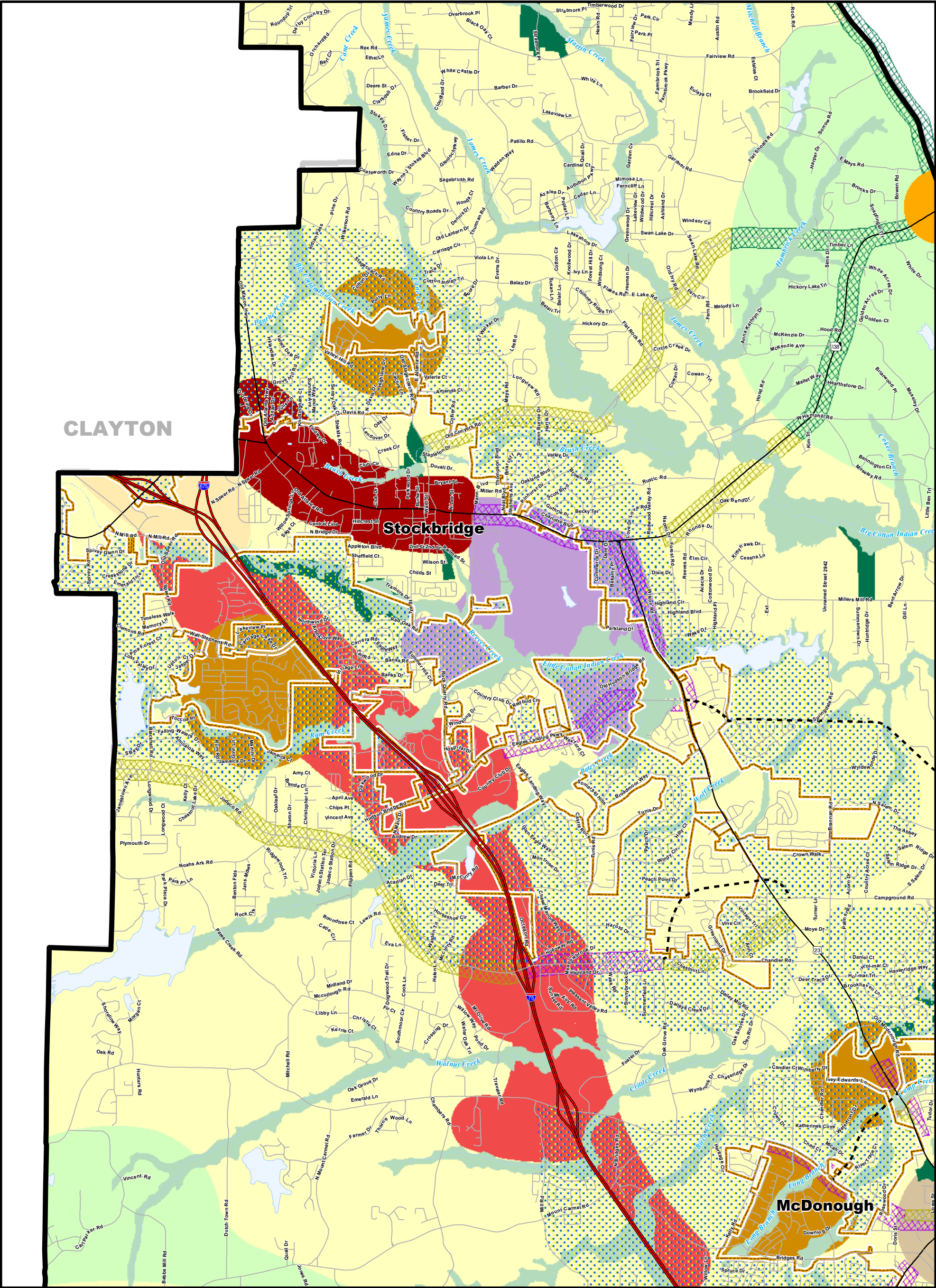
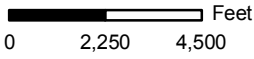


Figure 12



Henry County 2030
Comprehensive Plan

City of Stockbridge
Character Areas



Corridors

- Commercial/Industrial
- Residential
- Scenic
- Municipal Gateway
- 100-Year Floodplain
- Conservation Area
- Downtown
- Historic Residential

- Highrise/Midrise District
- Industrial
- Multiple Use
- Neighborhood Center
- Regional Activity Center
- Rural Residential
- Rural Village
- Suburban Residential
- Community Center

- Interstate Highway
- U.S. Route
- Road
- New Road Project
- River/Stream
- Lake/Pond
- City Boundary
- County Boundary
- Other County Boundary

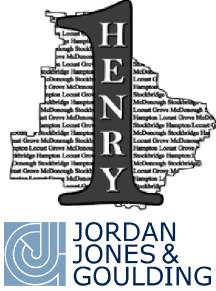


Figure 13

Glossary of Terms

Activity Center – An activity center is an area that includes office, retail, service, residential or civic uses that create a central focus for a larger area. An activity center also has generally recognizable boundaries.

Alternative Mode – Loosely defined term generally used to identify any form of travel other than driving alone in a single-occupant vehicle (SOV), including carpooling, transit, walking, and bicycling.

Annexation – Is the legal incorporation of some territory into another political entity (either adjacent or non-contiguous).

ARC – The Atlanta Regional Commission (ARC) is the regional planning and inter-governmental coordination agency (see RDC) for the 10-county area that includes Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale Counties, as well as the City of Atlanta. It is also the Metropolitan Planning Organization (MPO) for the 20-county Atlanta area that coordinates all transportation improvement spending for roads, highways, transit and bike/pedestrian projects.

Arterial – A major thoroughfare that is vital for moving people and goods; feeds into the interstate and freeway systems. An arterial generally serves as a major route for movement of goods and people across several jurisdictions or even the entire region. Primary examples of an arterial are Highway 42 (SR 42/US 23) and all other state/US routes in the County-Cities.

Attainment Area – An urbanized area that meets federal air quality standards defined in the Clean Air Act (see CAAA).

Bicycle Lane – A designated portion of the roadway reserved for the use of bicyclists, accompanied by appropriate signing and marking. Bicycle lanes are one-way facilities in the same direction as motor vehicle traffic and are generally located to the outside edge of the roadway.

Brownfield – An area that was previously used for industrial purposes. These may pose environmental challenges to new developments and must be cleaned up before they can be redeveloped. Atlantic Station is an example of a brownfield development.

Central Business District (CBD) – A business, office, and residential district providing a full range of services and a variety of uses in a downtown atmosphere.

Character Areas - are specific geographical areas that (1) presently have unique characteristics; (2) have the potential to evolve into a unique area when provided specific and intentional guidance; or (3) require special attention because of unique developmental issues.

Clean Air Act Amendments of 1990 (CAAA) – Federal legislation that establishes acceptable levels of certain pollutants. Regional Transportation Plans and Transportation Improvement Programs must demonstrate conformity to the air quality attainment plans that serve as a blueprint outlining how a region will reach attainment of the air quality standards by a particular year.

Collector – A street intended to balance access and mobility considerations by serving through movement as well as access to land. Collector streets often link subdivisions and/or commercial and industrial uses to the arterial street network and are shorter in overall length compared to arterial streets. An example of a collector street would be Davis Road (Stockbridge), Kelly Road (McDonough), South Hampton Road (Hampton), Grove Road (Locust Grove) and Brannan Road (unincorporated Henry County).

Community Improvement District (CID) – A self-taxing district, established by the appropriate local government but usually managed by a private board, which generates revenue to implement a variety of projects and programs.

Commuter Rail – Transit service that utilizes a multi-car system along an existing rail corridor. Commuter rail usually connects cities and does not have many stops.

Comprehensive Transportation Plan (CTP) – The Comprehensive Transportation Plan was initiated in response to the concerns of local elected officials and citizens about the rapid growth of the County and its impact on the quality of the transportation system in the County and its Cities and the increasing level of traffic congestion. The Plan will identify the current need for transportation system improvements throughout the County, including new and widened roads, turn lanes at intersections, traffic signals, safety improvements, sidewalks, bicycle paths, and new and expanded public transportation services for commuters, seniors, and disabled individuals. Special attention will be given to identifying the transportation projects that will be needed to serve newly developing and expanding areas of the County and the Cities. The CTP will also examine a range of possible financial resources which could be used to fund the new transportation system improvements.

DCA – The Georgia Department of Community Affairs (DCA) was created in 1977 to serve as an advocate for local governments. DCA operates a host of state and federal grant programs; serves as the state's lead agency in housing finance and development; promulgates building codes to be adopted by local governments; provides comprehensive planning, technical and research assistance to local governments; and serves as the lead agency for the state's solid waste reduction efforts.

Density – A measure of intensity of use per land area, typically expressed for residential purposes as [dwelling] units per acre or floor area ratio (FAR, the ratio of structure space per

acre) for commercial uses. This may be expressed as either gross or net (less streets, floodplain, or other areas) density for residential purposes.

Development Policies - Collectively, the established regulations, ordinances, or other policies that set the direction and standards for how development is addressed in a community. Development policies include, but are not limited to, the local comprehensive plan, zoning ordinance, and subdivision regulations.

Development of Regional Impact (DRI) – A development project, regardless of the mix of land uses, which is likely to have impacts to the transportation network and environment beyond the limits of the jurisdiction in which it is being constructed (www.dca.state.ga.us). These developments require regional and state review before rezoning or permitting.

Georgia Department of Natural Resources (DNR) - The mission of the Department of Natural Resources is to sustain, enhance, protect, and conserve Georgia's natural, historic, and cultural resources for present and future generations, while recognizing the importance of promoting the development of commerce and industry that utilize sound environmental practices.

Environmentally Sensitive Areas – Natural resource areas that are susceptible to contamination or other negative impact from growth and development. Examples of these would be wetlands and small water supply watershed areas.

Facility – The means by which a transportation mode is provided. For example, sidewalks are a facility serving the walking mode, a roadway is a facility serving the driving mode, and a heavy rail line is a facility serving the transit mode.

Georgia Department of Transportation (GDOT) – The Georgia Department of Transportation was created in 1972. The agency plans, constructs, maintains and improves the state's roads and bridges; provides planning and financial support for other modes of transportation such as mass transit and airports; provides airport and air safety planning; and provides air travel to state departments. GDOT also provides administrative support to the State Tollway Authority and the Georgia Rail Passenger Authority.

Georgia Planning Act – The Georgia Planning Act was adopted by the Georgia General Assembly in 1989 as a means to encourage better management of growth in the booming areas of the state while encouraging the less prosperous parts to avail themselves of opportunities for growth. DCA's Coordinated Planning Program has responsibility for the overall management of the planning process created by the Georgia Planning Act. The Act established a "bottom-up," comprehensive planning approach initially to be conducted at the local government level, then at the regional and state levels. DCA reviews all comprehensive plans submitted by local governments for compliance with the Minimum Standards and Procedures for Local Comprehensive Planning.

Greenfield – Land area where there has been no prior construction or development activity. Typically used in context of "Greenfield development," meaning new construction on vacant

land, as opposed to infill (greyfield) or brownfield (industrial sites) development/redevelopment. Most development occurring within Henry County and its Cities is greenfield development.

Greenspace – Permanently protected land and water, including agricultural and forest land whose development rights have been severed from the property that is in its undeveloped, natural state.

Greenway – A corridor of undeveloped land that features multi-use paths or trails and that is designated for the exclusive use of bicycles, pedestrians and other non-motorized modes of transportation.

Greyfield – An old, obsolete, and abandoned retail and commercial site. The average greyfield is about 45 acres, a parcel large enough to develop into multiple options that could include housing, retail, and commercial uses. Lindbergh Plaza in Atlanta is an example of greyfield development.

Grid Street Pattern – A block pattern characterized by regular (i.e. rectangular or trapezoidal) blocks. This pattern eliminates or minimizes offset intersections, loop roads, and cul-de-sacs and optimizes traffic circulation.

Growth Management – The use, by a community, of a wide range of techniques to determine the amount, type and rate of development desired by the community and to channel that growth into the most appropriate areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban growth boundaries, standards for levels of service, and other programs.

GRTA – The Georgia Regional Transportation Authority was created by the General Assembly in 1999. The authority is charged with combating air pollution, traffic congestion and poorly planned development in the metropolitan Atlanta region, which is currently designated non-attainment under the federal Clean Air Act. As other areas of the state fall out of attainment, they will also fall under the purview of GRTA. GRTA was formed to insure that metropolitan Atlanta can sustain its economic growth, while maintaining the excellent quality of life that has made the area so attractive to businesses and workers. GRTA is also charged in the review of DRI projects for transportation impacts.

Historic Preservation – A comprehensive and inclusive planning tool dedicated to recognizing, protecting, using, and appreciating our nation's historic resources. The preservation of these resources helps maintain the character and sense of place that defines an area.

Infill Development – Infill is characterized by development of small vacant parcels within a predominately vacant area. This type of development may have a higher intensity of use than the immediate surroundings.

Infrastructure – The basic facilities such as roads, water and sewer lines, schools, power plants, and communication systems on which the quality of life and growth of a community depends.

Intergovernmental Coordination – Coordination of efforts among two or more governments (i.e. county, city, or town) to accomplish a shared goal.

Job-Housing Match/Balance – The match/balance between jobs and housing in a community, typically expressed as a ratio of the number of jobs to the number of housing units. A balanced community generally has a jobs-housing ratio of 1.25 to 1.75, with 1.4 considered ideal. The notion of balancing jobs and housing goes well beyond trying to attain a numerical goal. Ideally, the jobs available in a community need to match the labor force skills, and housing should be available at prices, sizes, and locations appropriate for workers who wish to live in the area.

Local Planning Requirements –The State of Georgia standards and procedures for local comprehensive planning that shall be followed in preparation of local comprehensive plans, for implementation of local comprehensive plans, and for participation in the comprehensive planning process. These requirements are administered by the Georgia Department of Community Affairs.

Metropolitan North Georgia Water Planning District (MNGWPD) - The Metropolitan North Georgia Water Planning District was signed into law on April 5, 2001, (2001 S.B. 130) and developed regional and watershed specific plans for stormwater management, wastewater management, and water supply and conservation in a 16-county area: Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Fulton, Forsyth, Gwinnett, Hall, Henry, Paulding, Rockdale and Walton Counties.

Mixed-housing Type – A development that includes a variety of housing types on the same parcel or in proximity to each other. Housing types could include, but are not limited to, a combination of single-family homes, apartments, town homes, lofts, accessory dwelling units, or assisted living facilities. Providing a mixture of housing types gives buyers housing choices by need, price, and preference. It also addresses the needs of a diverse population.

Mixed-income Housing – The concept of intentionally providing housing for people with a broad range of incomes within the same development or immediate neighborhood.

Mixed-use Development – A single building (often mid- or high-rise) containing more than one type of land use or a single development (typically low or mid-rise) of more than one building and use, where the different type of land uses are in proximity, planned as a unified complementary whole, and functionally integrated to the use of shared vehicular and pedestrian access and parking areas.

“One Henry” - “One Henry” is a community effort to help create a new future for Henry County. “One Henry” is comprised of Henry County and the Cities of Hampton, Locust Grove, McDonough, and Stockbridge working together in a unified way to create a unified vision for Henry County.

Pocket Parks – Small greenspaces found most often in compact urban areas where large recreational parks are not practical. NOTE: often these parks are constructed and may be partly or mostly hardscape.

Regional Development Center (RDC) – Sixteen regional development centers were created by the state as public agencies on behalf of their members to facilitate coordinated and comprehensive planning in conformity with state standards and procedures. (See ARC)

Regional Development Plan (RDP) – A comprehensive planning document, policies, and work program produced by ARC to provide regional guidance for growth and public investment decisions. The first RDP was adopted by ARC in 1952. Current RDPs are produced to meet requirements under the Georgia Planning Act. The RDP seeks to integrate analysis and policies from functional plans such as the Regional Transportation Plan (RTP) and plans adopted for the Metro North Georgia Water Planning District. RDP development policies have been adopted periodically since 1999 to provide guidance to local governments on techniques to more efficiently integrate new population, jobs, and development in the region.

Regional Transportation Plan (RTP) – A multi-modal set of transportation projects and initiatives developed by an MPO for its urbanized area. RTPs are required by the federal government and must cover a minimum of 20 years and be updated at least every third year in non-attainment area (5 years for attainment areas), be fiscally constrained, and must also demonstrate conformity with applicable federal air quality standards.

State Historic Preservation Officer (SHPO) – SHPO is charged with protecting and interpreting the historic and cultural resources located within the state. The SHPO administers programs and services specific to each particular state; including, but not limited to, tax incentives, easements, grants, technical assistance, Section 106 review, and education programs.

Smart Growth – Economically viable and environmentally sustainable development that stresses balanced, inclusive community planning.

Sprawl - A pattern of development that appears unplanned or uncoordinated that consumes more land area than more compact types of development. Sprawl typically places large distances between land uses, encourages dependence on the automobile, is more expensive to serve with urban infrastructure and services. Sprawl also places greater demands on natural resources as compared to more traditional development patterns.

Stakeholder – An individual or organization involved in or affected by the planning processes. In a broad sense, everyone is a stakeholder in planning.

Town Center – A town center typically represents the center of a municipality. These areas were historically the center of the community with a mix of commercial and civic uses. A town center should have a recognizable boundary.

Traditional Neighborhood Development (TND) – A development approach that fosters compact, walkable communities. The planning and urban design of new TND developments take their form from the structure and layout of pre-automobile (i.e., 1940s and earlier) neighborhoods, with their human, walkable scale and lively mix of uses. TND neighborhoods typically include small-lot, single-family homes, multi-family residences, and neighborhood commercial developments within easy walking distance of one another.

Transit-oriented Development (TOD) – A strategy of planning land use and organizing development to allow people to easily use alternative means of transportation (transit, bicycles, etc.) to get to places where they live, work, and play. This generally involves concentrating a higher density mix of residential and commercial development in areas near transit stops or routes.

Zoning Regulation – An ordinance enacted by the local government that sets forth regulations and standards relating to the nature and extent of uses of land and structures. It includes a zoning map that is consistent with local comprehensive plans. In addition, zoning is a police power of local government as enabled by the state of Georgia and is a key tool in the implementation of the comprehensive plan goals and objectives.